

Hongkong Daily Press.

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LIMITED.

THE HONGKONG DISPENSARY.

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BIRTH.

On the 16th June, at Mawhera House,
Morrison Hill Road, the wife of YOUNG HEE, of
daughter. Australian papers please copy. (1816)

On the 13th June, at St. Andrew's Cathedral,
Singapore, by the Rev. Griffiths Evans, Acting
Colonial Chaplain HENRY WORTHLEY N. O., of
Manchester, to ANNIE KATHERINE CORRISSLEY,
of the Larches, Lytham, Lancashire.

DEATHS.

On the 18th May, at Fulham, MARY, the
widow of the late W. CANERON, F.G.S., Straits
Settlements.
On the 14th June, at Tasek Ulu, Johore
Bahru, Dato WILLIAM HOE, D.M.P.J., of the
Johore Government Service, aged 64 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX STREET, CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 24th June 1903.

The announcement that between two
thousand and three thousand Chinese
labourers have been engaged, through the
medium of the Six Companies in San
Francisco, to proceed to South Africa for
service on the Rand is important if correct.
We thought that this scheme had been
knocked on the head. Chinese labour will
not be welcomed in the South African gold
fields, any more than it was in California
and Australia, and is not likely to be long
permitted peacefully. The black labouring
population will soon be up in arms against
plodding John Chinaman, as typified in the
Chinese miner. Nor will he be entirely
welcome to the British and Boer populations.
Where the Indian immigrant has failed to
ingratiate himself, it is highly improbable
that the Chinese, so much more aggressive
and pushing, will be found more acceptable,
and it cannot be doubted that their intro-
duction is likely to prove a highly disturbing
element. It is to be regretted that they
should have been encouraged to try their
luck in a land at once so distant from
the Central Kingdom and so unlike it
in the general conditions under which
the masses live. It is stated that the
agreement under which the Chinese

have been engaged to go to the Rand
stipulates that they shall live separately
from the other workmen, and shall be
worked in gangs in different parts of the
mines from the natives. This arrangement
would, no doubt, serve at first to avert
collisions and would so far have its
advantages, but they would not prove of an
enduring nature. Sooner or later the races
will come into conflict, and if not into con-
flict they will learn each others' vices and
mutually deteriorate. The Chinese quarters
in San Francisco and New York are prac-
tically separate from the white population,
but the fact does not keep the races apart.
Moreover, there are some disadvantages in
allowing Chinese shuns to grow up in a new
country; it would, for sanitary reasons, be
better if the Chinese had to live under the
same conditions as the rest of the people.
If by any chance plague should creep in with
the Chinese immigrants great will be the
wail in South Africa, and loud the anathe-
mus that will be heaped upon the persons
responsible for introducing them. As we
have always said, there are special fields
where Chinese labour is most acceptable
and where the coolie thrives exceedingly;
but it is a mistake for him to go so far
afield as South Africa, where there is a
large aboriginal coloured population, and
where his labour also may come into com-
petition with that of the Caucasian settlers.
Whilst the labour market is badly supplied
the competition will not be felt, but so soon
as the supply becomes in excess of, or even
equal to the demand, then the trouble will
begin.

Normal telegraphic communication with
Torkin has been re-established.

The English mail of the 23rd ult. was
delivered in London on the 22nd inst.

We are asked to call the attention of jurors
to the fact that the Criminal Sessions fixed for
to-morrow will not be held until Monday, the
28th inst. at 10.30 a.m.

Commencing on Saturday a new bi-weekly
serial story by David Christie Murray will
appear on page 5, entitled V. C. Mr. Murray's
novels command the interest of the reader from
beginning to end, and V. C. a chronicle of
Castle Barfield and the Ormes, will be found
of thrilling interest.

"Alva the Great" and his company, who have
been giving conjuring and ventriloquial per-
formances before large Chinese audiences in
Canton for some time past, have been robbed of
all their clothes and money, says a Canton
correspondent.

An extraordinary general meeting of the
Uruga Dock Co. was held in Tokyo on the
5th inst. when Mr. G. Hayasaki, a retired Rear-
Admiral of the Japanese Imperial Navy, was
appointed President of the Company vice Mr.
Tsukahara, who recently resigned in connection
with the damaging disclosures regarding the
construction of revenue cruisers for the
Philippines.

The formal opening of the new Petchaburi
railway, Siam, by the King was to take place
on the 19th inst. in presence of a large number
of invited guests. Although the line has been
in working order since April, and trains have
been running daily between Bangkok, Ratchaburi,
and Petchaburi, the formal ceremony of
declaring the line open to traffic has been
delayed until the new cars arrived and were
placed on the line.

The Italian armoured cruiser, *Vettor Pisani*,
6,500 tons, arrived at Singapore from Colombo
on the 14th inst. for China. She is taking out
Admiral Miraballo, who relieves Admiral Pa-
lumbo. She was in China some years ago, and
was relieved by the *Marco Polo* in 1901. Ad-
miral Miraballo landed officially at Johnston's
Pier on the 15th inst. and was received by the
Acting Consul-General for Italy and with him
called at Government House.

A demand for Japanese coal has arisen in
America, through a strike in the British
Columbia mines. Two British steamers lately
sailed for San Francisco with coal from Karatsu
and Moji, says the *Japan Times*. Though the
freightages from Australia to America has risen
by two or three shillings per ton, a big amount
of coal is being brought thence to America.
When this arrives, and the strike ceases, there
will be a fall in the demand for the Japanese coal.

The completed portions of the tram lines are
proving traps for the upstart ricksha-puller,
the wheels of whose vehicle frequently become
"locked" in the rails, which they span exactly.
One ricksha the other day was so firmly caught
that the passenger had to alight whilst the
coolie lifted it out. Accidents may happen, and
other ricksha-pullers will have to be more
careful as to the part of the roadway they travel
on, or the wheels of the vehicles will require to
have a broader rim.

The Singapore rumour-maker, says the *Straits
Times*, is apparently trying his best to outclass
his Shanghai brother. The latest local "bunder"
is a story to the effect that Dr. Lim Boon Keng
had been made away with in Peking. But
a letter was received from him, dated Peking,
May 28th, when he was going well and strong,
assisting Prince Su in the formation of a
Medical College. He was afterwards going to
take a brief trip to Japan, returning to
Singapore some time next month.

One thousand two hundred and eighty-six
deaths were registered at Singapore in May.
The ratio per thousand was 62.56.

The Dutch dredger *Port Arthur* arrived at
Singapore from Colombo on the 14th inst. and
was expected to leave for the north in a few
days.

I hear, writes the London correspondent of
the *Manchester Guardian*, some talk of a great
Japanese exhibition in London two years hence
after the St. Louis Exhibition is over.

Rangoon was lucky enough to secure the two
first prizes in the Calcutta Derby Sweep, which
means that ever half a million rupees have been
collared by sportsmen in the Burmese capital.

The Ceylon Volunteer Force won their
shooting match against the Singapore Volunteer
Corps on the 13th inst. by 735 points to 712.
Last year Singapore won. In this year's match
the Ceylon average was over 90 per man and
Singapore average 74. Bialy conditions were
in force.

The *Japan Advertiser* has a curious comment
on the Serbian tragedy. Our contemporary
says—"It is refreshing to realize that even in
this servile age there yet exist European people
capable of dealing a crushing blow at tyranny."
—a unique attitude, we hope, towards this
affair.

General Wood, U.S.A., was in Singapore
last week, having just arrived from India, where
he has been studying Indian methods of govern-
ment. He has also been to Egypt, and it is
understood that he will seek further informa-
tion at the head of Government in Singapore.
He will then proceed to Manila to take up his
post.

Plans are at present being drawn up at the
Naval Department, Tokyo, for the three battle-
ships and cruisers, the construction of which was
lately endorsed by the Japanese Diet. Where
these vessels are to be constructed is still
unknown, but a Tokyo despatch to an Osaka
paper says that they will in all likelihood be
ordered from England.

The *Kobe Chronicle* announces the death of
a gentleman who was probably the oldest
foreign resident in Japan—Mr. J. F. Mitchell—
the sad event taking place at his residence at
Kobe, early on the 11th ult. Mr. Mitchell,
who was seventy-five years of age, and a native
of Aberdeen, Scotland, went to Japan as early
as December, 1858, as a shipbuilder.

A Vladivostok despatch dated June 12th
says—"The Russian authorities have completed
the survey of a branch railway line from a
certain point to the west of Lake Baikal to
Turkistan. The line is intended for military
purposes. It is reported that General Kuropat-
kin regarded his visit to this district as one of
the important features of his mission to the
Far East."

The influence of the resolution of the Straits
Government to adopt the recommendations of
the Currency Commission has not yet been felt
in Perak, says the *Straits Echo*. Notes are
just as plentiful as silver, and amongst the
Chinese there appears no disposition to unload
their coffers of British and Mexican dollars.
This is probably due to the fact that large
supplies of coins are necessary in order that
ailing towkays may be in a position to meet
the wages-sheets of their coolies.

The *Daily Chronicle* writes:—Mr. Chamber-
lain should be interested in the quaint humours
of the American tariff. Some time ago the
Chicago University appointed Mr. Alleyne
Ireland to visit India and the Malay countries,
and study the systems of British and Dutch
administration. Mr. Ireland executed this
commission, and collected a large number of
exhibits of an ethnographical character, which
he proposed to use in the course of a series of
lectures at the University. But the United
States Customs have politely intimated that he
must pay duty on these treasures, although they
are not for sale, and have therefore no commer-
cial value whatever. It appears that if Mr.
Ireland were a showman, exhibiting his collec-
tion at so much a head, he might pass it into the
country duty free. But as he is an University
lecturer, who desires to give the American public
some ideas which may be useful in the ad-
ministration of the Philippines, he is treated as
if he were a competitor of the native manu-
facturers. In these circumstances Mr. Ireland an-
nounces that his lectures will not be given, and
that his mission has been a waste of time and
money, especially his own money.

PLAGUE RETURNS.

Two more Portuguese cases from the P. & O.
s.s. *Ballaarat* were amongst the eight notified
in yesterday's return for the 24 hours ended at
noon. Of the others, one was Indian (address
unknown) and five were Chinese (all fatal).
No less than four out of the five cases were
picked up in the open air—three in Yaumatei
and one in Connaught Road, near the Wing
Chai wharf.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—
The barometer has fallen over W. Japan and
the Loochoos, risen over the E. coast of China.
The depression moved out to sea near Shang-
hai last night. It is now moving Eastwards,
and will probably pass between the E. coast of
Kinsliu and the Northern Loochoos.
Pressure remains high to the NE. of Japan.
The wind will probably shift to NE. in the
Forenoon.
Moderate SW. monsoon over the N. part of
the China Sea.
Forecast:—Moderate SW. and variable
winds; squally, thunder-showers.

TELEGRAMS.

REUTER'S SERVICE.

OBITUARY.

LONDON, 21st June.

The death of Cardinal Vaughan is announced.
His Eminence Herbert Vaughan, Cardinal,
Priest of the Title of St. Andrew and Gregory
on the Caelian Hill; Archbishop of West-
minster since 1892; born 15th April, 1832;
eldest son of John F. Vaughan, Courtfield, near
Ross, Liout.-Col., D.L., etc., and Eliza Rolfe,
Edenrope at Stonyhurst, Brongelotte, Down-
side, Rome (D.D.). Connected with ecclesiastical
education; founder of several colleges for
foreign and home missions; Bishop of Bedford,
1872-82, whence he went to London.—*Who's
Who?*

SERBIA AND THE POWERS.

LONDON, 21st June.

The British Minister at Belgrade has been
recalled, and a Consul left in charge.

LATIN.

There are indications that the Serbian
Government is becoming uneasy at the attitude
of the Powers; the Serbian Foreign Minister
declares that the Government is not concerned
in the murders, is only fulfilling a patriotic duty
in taking up office, and that it is admittedly
difficult to punish the murderers owing to the
power of the army, which could depose the
King or overthrow the Government.

THE SITUATION IN SOMALILAND.

LONDON, 21st June.

Despatches from General Manning, dated
15th June, have reached Damot, where all was
well, although the town was closely watched by
the enemy. Col. Cobbe and General Manning
were due at Damot on the 21st instant.

SUPREME COURT.

Tuesday, 23rd June.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M.
GOODMAN (CHIEF JUSTICE).

HANG FUNG KUNG SZE v. TANG KOW.

In this action the plaintiff had sued Tang
Kow for the recovery of \$1,330.21, being
principal and interest due on a promissory note.
Judgment was entered for the plaintiff but
execution was stayed, and leave given to the
defendant to bring in a counter-claim.
The defendant now claimed \$6,059.30 damages and
\$137 money paid.
Mr. M. W. Slade, barrister-at-law (instructed
by Mr. C. E. H. Beavis of Messrs. Wilkinson
& Grist, solicitors), appeared for Tang Kow;
and the other side was represented by Mr. T.
Morgan Phillips, barrister-at-law (instructed by
Mr. John Hays of Messrs. Johnson, Stokes &
Master, solicitors).

In the counter-claim it was stated that
the defendant was an engineer and resided at
Yaumatei, and the plaintiffs were merchants and
California goods dealers carrying
on business at 241, Des Voeux Road. On
4th February, 1901, the defendant chartered
from the plaintiffs the lorcha *Shun W*
Tung for a period of three months, at the
rate of \$1,500 a month, payable in advance,
to proceed on a voyage from Hongkong to
Mindoro in the Philippine Islands, and thence
to load and carry back to Hongkong a cargo
of damaged goods. The charter-party was in
writing and was made between the defendant
and one Su Yung, the master of the lorcha,
on behalf of the plaintiffs, the owners of the lorcha.
The goods were portion of the cargo of the s.s.
Reform which had been wrecked on or
near the island of Mindoro, and the lorcha was
intended to be used in the salvage operations
necessary to obtain the cargo. On or about 4th
February, 1901, the defendant paid to the plain-
tiffs, \$1,500, the charter money for the first
month, and loaded on board the lorcha apparatus
for salvaging cargo of the value of \$4,039.38. On
16th February, the lorcha sailed from Hongkong
and on the 12th was wrecked by reason of the
ordinary perils of navigation before coming to
ordinary port and without having loaded the afore-
said cargo, and the apparatus was totally lost.
By reason of the non-fulfilment by the plaintiffs
of the charter-party the cost to the defendant
of carrying out the salvage operations was
increased by \$1,850 in addition to the cost of
new apparatus to replace that lost as aforesaid.
This sum of \$1,850, as made up of \$1,500 charter
money paid to the plaintiffs as aforesaid, and
\$350 extra expenses incurred in consequence of
the loss of the said apparatus. And further by
reason of the non-fulfilment of the said charter-
party by the plaintiff a delay of over one
month was caused in the commencement of
the said salvage operations, whereby the
said cargo was deteriorated and the defendant
thereby suffered damage to the amount of \$200.
The defendant on or about 7th February paid
for and on behalf of the plaintiffs the sum of
\$32 for the cost of fumigating the lorcha and
her crew and on or about 22nd February paid
further sum of \$105 for the cost of the
plaintiffs for the passages of the crew from
Mindoro to Hongkong.

In the defence against the counter-claim the
plaintiffs admitted receiving from the defendant
on or about 4th February, 1901, the sum of
\$1,550 as charter money for one month paid
in advance, but denied their liability to refund the
same. Plaintiffs admitted that the vessel sailed
and was wrecked but said that the wreck was
occasioned by the perils of the sea. Plaintiffs
had no knowledge of the apparatus for salvaging,
which was stated to have been shipped on board
the lorcha or that the apparatus was lost; and
further denied any liability in connection therewith.
The plaintiffs had no knowledge of the sum of
\$300 expenses or of the damage amounting
to \$200 referred to in the counter-claim,
and further denied any liability in connection
with either sum. As to the several sums of
\$32 and \$105 referred to in the counter-claim,
the plaintiffs had paid into Court the sum of
\$177 and stated that that sum was sufficient to
satisfy the defendant's counter-claim.

After hearing argument,
His Lordship adjourned the case to allow the
counter-claim and defence to be amended in
several particulars, reserving the question of
costs.

CORRESPONDENCE.

"CONQUERED" SCOTLAND.

TO THE EDITOR OF THE "DAILY PRESS."
Hongkong, 23rd June.
SIR,—The absorption of Scotland into the
"English realm" so vauntingly referred to
by your correspondent "Englishman" is as
inaccurate and misleading a way in which
to state the actual position of matters as
was the statement in the *Mail* which
originally drew out my original protest. In
1603 what did the English Crown represent but
England alone and an Ireland consulted and in
her death-throes? From the union of the
Crown can be traced the real rising-up of the
British Empire. James VI of Scotland by
means of Scottish settlers made Ulster the one
bright spot in a country devastated by the
English method of misrule. When the
colonisation of new countries had to be under-
taken it was from the loins of Scotland that
the hardy pioneers were got. In Canada, in
the East and the West Indies, in Australia,
Scots have done more than their share of
colonising work—opening up paths for more
lathargic Southerners to tread, planting seed
the fruits of which in all probability the
English reap.

As for Mr. Crosland, no Scotsman but laughed
over and appreciated the sharpness of his
inveective and the acidity of his vituperation.
His diatribe, however, might as well have
been entitled "The Unspeakable Cookney"
or "The Unspeakable Goeldie." It would
apply without serious alteration to either case.
But Mr. Crosland is damned out of his own
mouth. If "Englishman" will read his latest
publication, *Lovely Woman*, I think he will
agree with me in this. The man who
wrote *Lovely Woman* is not competent to treat
of any subject dispassionately and with that
care which is required where the susceptibilities
of a susceptible people are to be considered.—
Yours, etc.,

AN UNSPEAKABLE SCOT.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd June.
SIR,—Your correspondent "Englishman"
misses the point altogether. No reference was
made in the letter of "An Unspeakable Scot,"
so far as I read it, to the absorption or other-
wise of Scotland into the "British realm."
"Scot's" argument was that Scotland has never
been conquered by England, and that continen-
tal no one who knows history will dispute.
"Englishman" talks patronisingly of Scot-
land's "good fortune" in being absorbed into the
afore mentioned "British realm," but
surely he does not mean to imply that
the union of the two Crowns was not just
as desirable for England? To return, how-
ever, to "Englishman's" letter: Scotland
has not been "absorbed." When he married
his daughter to a Scottish prince, King
Henry VII. declared that the greater power
would absorb the lesser, meaning, presumably,
that England would absorb Scotland; but with
all respect to His Majesty and to his latter-day
champion "Englishman," that absorption, so
far as Scotland is concerned, has not taken
place, and never will. Scotland is just as much
a distinct nation to-day as she was when Robert
the Bruce wore her crown, and the national
characteristics of the Scottish people are every
whit as pronounced; a journey through the
Highlands of Scotland is sufficient to carry that
conviction. There was no necessity for "Eng-
lishman's" egregious letter; "An Unspeakable
Scot" simply pointed out an error that required
immediate correction, and for his prompt up-
holding of the traditions of the land of the heath
and the heather he has the thanks of—Yours, etc.,

ANOTHER UNSPEAKABLE SCOT.

SUBSIDIARY COINS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd June.
SIR,—I think it is time now for our local
Legislative Assembly or the Chamber of
Commerce to take steps to put a stop to the
circulation of Chinese coins minted at Canton.
I understand these coins at present command a
discount of 7 per cent. Cannot a short bill be
introduced at the next sitting of Council to
stop the importation or circulation of these
illegal coins within this Colony? To meet the
demands of this place the Government should
write at once for a big supply of Hongkong
subsidiary coins.—Yours, etc.,

SYCEE.

PLAGUE AND THE USE OF SOAP.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 23rd June.
SIR,—Mr. Grant Smith's letter in your issue
of the 22nd inst. was a most interesting one,
and reminds me of a conversation I had a little
while ago with an intelligent and unsophisticated
native. "Mr. Pairs," said he, "how is it
that Europeans so seldom get plague?" To
which I unhesitatingly replied, "Because they
usually use soap." On receiving this simple
reply the Oriental thanked me and withdrew.
He has since informed me that on his return
home he washed himself, his house, and his
family with soap and water without dangerous
consequences, and that none of his household
has developed signs of plague since. I venture
to think that there is something in my soap
theory. Any one provided with a nose can
assure himself of the lack of (the use of) soap in
the Chinese quarters by simply taking a stroll
through the salubrious (?) purlieus of this great
Plague Emporium of the East.—I am, &c.,
JOHN PAIRS.

POLICE COURT.

Tuesday, 23rd June.

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE).

FOR THE SESSIONS.

We have already recorded that Tse Shing, a
sapper in the Submarine Miners, went, on the
afternoon of the 4th inst., to an opium-divan at
2, Wing Fong Street, Wanchai, which he was
in the habit of visiting and where he owed the
sum of four hundred cash. He was asked to
pay off this debt, and on intimating that he was
unable to do so was set upon by the proprietor,
a patriarchal-looking old Chinaman, and his
two sons, who are alleged to have caused a
rupture of the spleen which ended in the man's
death in the Government Civil Hospital on the
11th inst.

The three defendants were subsequently
arrested and remanded till the 23rd inst. on a
charge which has been amended from one of
assault to manslaughter. They were committed
for trial.

BEFORE MR. J. H. KEMP (ACTING POLICE
MAGISTRATE).

HOW IN A GAMBLER'S SHOP.

In Queen's Road West a couple of Indians earn
a precarious living by renting a shop where is
carried on a mild form of gambling in the shape
of reward for the covering of coins with small
rings, the said coins, ranging in value from a
five-cent piece to a dollar, being glued to a
table or other smooth surface and then aimed at
by aspirants for wealth, whose object is to
encircle as many coins as possible with bone
rings hired for the purpose; two to one are the
odds, so that if the marksman covers a five-cent
piece he gets ten cents for his cleverness, and
so on. On Monday night, or rather Tuesday
morning, for one o'clock was almost striking,
several European members of the Royal Garrison
Artillery entered the shop and started to "rig"
the coins. The task was much more difficult
than they imagined, and eventually two of them
broke down the wooden rail against which they
were standing to get nearer the elusive targets.
The Indians objected, a row ensued, and in the
midst of it, the Asiatics alleged, the two soldiers
in question grabbed two dollars in loose change
lying about the counter and took to their heels.
They were ultimately arrested and charged, but
his Worship, after his hearing the evidence,
decided that the story told by the complainants,
one of whom, it was discovered, he once fined
for perjury, was too improbable, and discharged
the defendants.

ANCHORING OVER CABLES.

Inspector Williamson prosecuted the master
of a trading junk for unlawfully anchoring over
a telegraph cable in the harbour. He pressed
the charge, and explained to his Worship that
the practice was becoming altogether too
common amongst native boat-people. In the
last case of the kind a fine of \$20 was imposed,
but it had apparently failed to act as a deterrent.
The Magistrate increased the penalty this
time, and fined the defendant \$25.

HIGHWAY ROBBERY.

On Saturday night last a ricksha-coolie was
returning from Quarry Bay when, near the
Metropole Hotel, another coolie sprang out from
behind a bush and felled him with a blow from
a bamboo pole. The assailant took the other's
purse, containing \$120, his earnings for the day,
and decamped. Subsequently he was
arrested by the police, to whom a report of the
affair had been made, and identified by the
ricksha-coolie. The case was remanded for a
week.

A SNAKE STORY.

A provincial native by the name of Policiano
Juan was locked up at Manila last week for
trying to sell a large box-constrictor on Calle
Asoara. Policiano had captured the box in
the provinces and learning that snakes were in
great demand in the city he brought his prize
to town. The box seemed to take kindly to the
hustle and so did Policiano, relates a Manila
contemporary. All went well with them until
a patrolman remembered the license law and
Policiano and his snake were promptly placed
under arrest. Man and reptile were incarcerated
in a cell at the Alcatraz Station. The snake is
about ten feet long and very tame. It was to
be produced as evidence before Judge Liddell
and would probably be the first time that a snake
has ever figured in a case before a local tribunal.

MARRIAGE OF MR. BASIL TAYLOR.

The following account of the wedding of
Mr. Basil Taylor, Assistant Harbour Master
who returned yesterday by the *Zefira*, is taken
from the *Manila Times* of the 17th inst.:

Mr. Basil Taylor of Hongkong and Mrs.
Clendennin were wedded at St. Stephen

LATE TELEGRAMS.

[VIA PORT DARWIN.]

FORGING PIERPONT MORGAN'S NAME.

Adele, 29th May.
Count Bosdari has been arrested for forging Pierpont Morgan's name.

EXPENSIVE MOTORING.

29th May.
It is estimated that the collapse of the recent motor race in France has cost that country two million pounds.

RUSSIAN CONSPIRACY.

29th May.
A wide-spread conspiracy for the assassination of Russian officials has been discovered at St. Petersburg.

APPALLING EARTHQUAKE.

30th May.
The town of Melazghord, in Turkey, has been almost annihilated by a terrific earthquake. Over 2,000 people are reported as killed, including the entire Turkish garrison. The whole town affords a scene of appalling ruin, the effect being felt over an extensive area. A severe shock was also experienced at Constantinople at about the same time.

THE PLANET MARS.

30th May.
Harvard Observatory, reputed to possess some of the finest instruments in the world, reports the recent discovery of a series of large and brilliant projections or flashes of light from the planet Mars, which have all the appearance of being preconcerted signals. Several leading scientists now favour the opinion that the phenomenon may possibly be an attempt on the part of the Martians to communicate with this earth. The discovery has in any case excited great interest in scientific circles.1st June.
The discovery of the supposed attempt at signalling from the planet Mars is exciting a good deal of discussion, but the general opinion of scientists appears to be that the brilliant projections of light noticed are due to some peculiar condition of the atmosphere, and are not a deliberate attempt on the part of the planet's supposed inhabitants to open up communication with the earth.

CYCLE GAMBLING.

1st June.
A strong syndicate has just been formed for the purpose of importing the best cyclists from Europe and America to compete in Australia for the substantial prizes offered at the various cycling events in the different States. The syndicate expects that this novel speculative effort will result in handsome dividends for the shareholders.

A LONG SLEEP.

1st June.
French papers are making capital out of a singular and phenomenal occurrence which is exciting great interest in scientific circles. Twenty years ago, it appears, a woman named Marguerite Boyssave, residing in a well-known village in France, fell into a deep sleep, the result of a severe shock. Since that date she has been kept under medical supervision, and the records show that during this period the woman has slept on uninterruptedly, the vital spark being maintained by occasional artificial administration of peptone. On Wednesday last the woman suddenly regained consciousness, but died within a few hours from exhaustion.

A NOTABLE TOURIST.

1st June.
General Bolla has announced his intention of shortly paying a visit to both Australia and Canada.

VOLCANIC REVOLUTION.

2nd June.
Mount Hecla is displaying every indication of bursting into a state of violent eruption, the premonitory rumbling and tremors being of constant occurrence. This will be the nineteenth eruption.

SMUGGLING ARMS INTO THE PHILIPPINES.

The following is taken from the Manila *Cadence* of the 20th inst.:

"That the constabulary is not losing any time in the southern islands was evidenced yesterday by the receipt of a cable at headquarters from Senior Inspector Green, dated Tagbilaran the 16th, reporting the capture by Lieutenant Burbank of three cases who have been doing a little smuggling of arms while presumably being engaged in the honest occupation of peddling bark. The telegram stated that on the night of the fifteenth, three cases with their crews were seized by the lieutenant at Valencia, a small seaport town, with the result that 35 barongs, one revolver calibre forty-four, and fifty rounds of ammunition for the latter. These moros sailed from Zamboanga on the 15th with a cargo of bark, but as the constabulary have been looking for smuggling of all kinds and classes they were on the look-out for a seizure of the nature accomplished."

The captain had one thousand pesos in his little boat when he was arrested and as the sailing rate of bark did not cover any such legitimate receipts for this class of cargo, the burden of circumstantial evidence was against him and the constabulary consider that they have made a good haul in securing the "masters" of these three small craft, who sell tree-skins for such prices and at the same time carry prohibited arms and ammunition. It has been suspected for some time that a regular business of the illegal traffic has been maintained in the islands adjacent to Mindanao, but the dispatch received from Inspector Green states that much credit is due to the sagacity shown by Lieutenant Burbank in making the arrest and securing evidence upon which to land them before the proper tribunal for trial. The captured smugglers were turned over to local authorities for action by the Court of First Instance in the town where such a judiciary exists in the province.

CHRISTIAN AND BUDDHIST MISSIONARIES.

In the third number of the new quarterly devoted to Religion, Theology and Philosophy, called the *Hibbert Journal*, two interesting articles are devoted respectively to Christian missionary effort in India and to the consideration of Buddhism as a living force. The former article is by Dr. Josiah Oldfield, the latter by Professor T. W. Rhys Davids. Dr. Oldfield looks upon Christian Missionary work in India as a failure and claims to have enjoyed exceptional opportunities of learning exactly why this is so. He informs us that he had lived for so many years in his habits almost as a Brahmin lives that he found no difficulty whatever in being at home in Indian high caste houses everywhere, and as a matter of fact during his whole stay in India he never once accepted the hospitality of an European, but always, whether it was a village hut, or a village temple, or a merchant's home, or a professional man's residence, or a rajah's guest-house, sojourned in the homes of the people of the land. In this way he associated freely and familiarly with high caste natives and his explanation of the failure of Christian missions in India is based on the views they expressed. Their chief complaints made against the Christian missionary were that he frequented Anglo-Indian clubs and gymnasia and lived a lower life than the people he tried to convert. The missionary, it was urged, did not consider it essential to bathe before eating, and defied Hindu sentiment by eating flesh and touching dead bodies. Much is made of a missionary who actually called at the bungalow, where Dr. Oldfield was staying with his native friends, "in fun" and with his tennis racket. It is urged that St. Paul and the early Christian missionaries would not thus have defied popular sentiment and played tennis.

Professor Rhys Davids has a stronger belief in the vitality and expansive force of Buddhism than Dr. Oldfield has in the influence exerted by Christian missionaries in India. He shows how Buddhism, like Christianity, rooted out in the land of its birth and fallen into utter decay in the other empire it seemed about to conquer, has survived in several smaller countries, widely scattered and remote—in the islands of Ceylon and of Japan, in Burma, Siam, and Tibet. "And now," he tells us, "more than two thousand years after the period of first missionary zeal, we hear, simultaneously from all these five directions, of its again stirring itself to new efforts, not only of defence, but of attack." From Tibet isolated missionaries go forth in the name of the Grand Lama. The Maha-Bodhi society founded at Colombo in 1891, for the propagation of Buddhism abroad, has gained control of the temple at Buddh-Gaya, and built there a pilgrim's house. A monastic college is to be established at Calcutta, the headquarters of the society. The census shows that during ten years the number of Buddhists in India has increased from seven and a half to nearly nine and a half millions. The Maha-Bodhi society has branches in north and south India, in Burma, and Chicago, and has representatives in England. A similar society started at Mandalay and "headed by a Scottish gentleman of scientific training" has representatives in the United States and Germany. In Ceylon schools and colleges for Buddhists are being multiplied and Buddhist newspapers are published in English and Sinhalese. Great intellectual activity is being manifested by the learned Buddhists in Japan, and a Japanese Buddhist mission has been established at San Francisco. All this shows that "the signs of a real revival are already evident," and that it is "quite possible and even probable that Buddhism will again become a power in the East."

REVIEW.

A Manual of Chinese Quotations. By J. H. STEWART LOCKHART, C.M.G., F.R.G.S., M.L.A.S., H.B.M.'s Commissioner at Weihaiwei. Hongkong: Kelly and Walsh.

THE first edition of our late Colonial Secretary's *Manual of Chinese Quotations*, published in 1893, is too well known among Chinese students to call for commendation at this date. Mr. Stewart Lockhart's translation of the *Chung Yu K'ao* has for ten years been in the hands of scholars and had established its reputation among them as a standard work of its class. That a second edition should be called for on occasions therefore no surprise, rare though the reappearance of a book dealing with the Chinese language may be—as is pointed out in the introduction to this edition of the work before us. In the new issue of the *Manual* the mistakes of the first edition have been corrected as far as possible, in some instances improved translations have been given of the Chinese quotations, and an English index has been made—the latter a very necessary addition. Also a great number of references to the sources of the quotations have been added. The author acknowledges his indebtedness for help in revision, correction, etc., to Mr. Cecil Clementi, Assistant Registrar-General in Hongkong, "one of the most promising of the younger generation of Chinese scholars," to Messrs. Au Fung-chi and Li Kin-ching, of the local R.C.; and to Pere Correntin, Pétillon's *Allusions Littéraires* and various reviews of the first edition of the *Manual*. The book is dedicated to the late Professor Legge and Dr. Chalmers, both of whom have died since the first edition appeared.To the publishers, Messrs. Kelly and Walsh, much credit is due for the way in which this *Manual of Chinese Quotations* is produced. The printing is excellently clear and the paper good. In view, no doubt, of the ravages of the climate the work appears in a paper cover. According to the publisher's fancy, the *Manual* should be in all Chinese students' libraries.

OUR PARIS LETTER.

Paris, 23rd May, 1903.

SCENES IN THE CHAMBER.

Each deputy is rapidly creating a record as regards lively debates. As was anticipated, the discussion on the suppression of the religious orders a few days ago was not a peaceful one, as disagreeable scenes were once more witnessed. The debate has had for result to prepare the way for an early and definite discussion on the endless and vexatious question of the separation of the Church and the State. The Nationalists as usual were noisy, and led by M. Baudry d'Asson seemed to take a veritable pleasure in interrupting the Premier, M. Combes who had great difficulty in making himself heard in the Chamber. One could hardly resist smiling at the confusion. The conspicuous conduct of M. Baudry d'Asson caused one irritated deputy to exclaim: "Don't mind Baudry, as he is but an irresponsible rascal." To which M. d'Asson irrepressibly replied in very excited terms. "The red man in the Chamber," continued Baudry, "is no other than M. Bortolone, the man who has so grossly insulted me." Thanks to the prompt arrival of half-a-dozen attendants, who held Baudry back, and dragged him from the Tribune, M. Bortolone's face escaped being scratched. This was only the beginning of the afternoon's pantomime. The second net occurred when M. de Dion was called to order by the President, for requesting M. Combes to respect the dignity of the Chamber. "There is no such thing as dignity in the Chamber, so it is useless talking about it," retorted a deputy. No sooner had these words been uttered than another "polite politician" got up, and called the speaker a liar and a cad! The stormy meeting ended by the policy of the Government in regard to the religious orders being approved. No wonder the working classes are disgusted, and remark the country is never so quiet as when there is no Parliament.

SUMMER FAULTS.

The Naval world is greatly concerned about the recent operations off Brest by submarines against the French Channel fleet, which turned out a complete fiasco, instead of a signal success. The Government as usual kept the public in the dark, and hesitated to tell the truth, though it would have been far better to do so than to "crack up" the value of submarines in general, describe the operations of St. Wasst as being exemplary, and a credit to France's magnificent navy, and then to be compelled in the end to admit that French submarines had proved a failure. The nation ought not to be deceived in this way, the more so as it is ever found willing to part with its money, when necessity arises. The Minister of Marine is not thought any better of for acting so underhandedly. Not only did the submarines engaged—and they were reckoned the best submarines in the French Navy—lose their way in the dark, and fail entirely to make the fleet, but had to leave to wait for daylight before they could ascertain their whereabouts. The proposed attack was an awful mess and muddle, and caused considerable disappointment to patriots. The invasion of England by submarines is a fact about which Frenchmen are entertaining grave doubts, since the Brest manoeuvres. Suffocation too is becoming more and more serious among the crews of submarines, and these serious drawbacks ought to be immediately attended to, before worse happens. The invasion of England can wait.

MOTOR RACING.

Parisians have gone mad over the Paris-Madrid motor race, and the arrival of the English competitors—a small but representative body—in the metropolis has had for result to increase enthusiasm among the sporting world. The British automobilists, numbering six in all, were cordially received on their arrival by leading representatives, and actual French competitors, who will journey down next Sunday. The present lovely and warm weather is expected to last, at least until then, and the racers will have a glorious time; three hundred entries have been received. The race will be run in stages, the first day from Paris to Bordeaux, via Varennes, Tours and Poitiers, where the night is to be spent, as well as following day and night. The journey will be resumed on Tuesday from Bordeaux via Bayonne, and San Sebastian to Victoria. Another night's rest; Wednesday will complete the great French-Spanish event. Numerous tourists have already arrived in Madrid from Paris. The French are equally as excited over another motor-car race, namely the Gordon-Bennett one in Ireland, which is to take place early next July; and at which France will be well represented.

SUICIDE SENSATIONS.

An eccentric, rich landed-proprietor has just committed suicide by inhaling charcoal fumes, as he was tired of life. Close to the body was found the dying man's diary, in which were recorded his sensations before he passed away. The first entry recommends all persons suffering as he did to take their life; the second says: "10.30 a.m. 'Lit a cigarette, my last in this world, have enjoyed it immensely, more so than I did any before'; quarter of an hour later, he wrote: 'Feeling a burning sensation in my throat, causes me to take off my tie, which I value very much.' Breathing and become very difficult, ten minutes later. At half-past eleven, his last entry—'Shifting, dying'—he had no time left to add 'dead,' or 'to be continued in our next.' A pencil was still firmly grasped in one hand—proof that he was willing to write more, had not death so suddenly intervened."

THE PASTEUR INSTITUTE.

Those who still look down upon the Institut Pasteur as a sham will please note that out of 1,016 persons bitten last year by mad dogs, and treated for hydrophobia, in the Paris Institute, all recovered save three. Figures are facts in this case.

BRITISH DAIRY-FARMERS' VISIT TO NORMANDY.

A great deal of importance ought to be attached to the small but representative body of British dairy farmers that have arrived in Normandy for the purpose of acquiring practical information, on the spot, respecting butter, cheese and milk. The tour marks the opening of a new era, which only requires to be encouraged in order to become a thorough success. Normandy affords much that is new to both British dairymen and farmers; were it not that distance bars the way, Colonials would also benefit considerably by undertaking such a "voyage of discovery." France is indeed rich in all kinds of agricultural produce—that of the dairy in particular. Some very valuable hints will be brought home by the tourists, as a result of their week's pilgrimage to Western France. The sage advice of the Prince of Wales to his countryman "Wake up England" has at last begun to be acted upon in earnest. But why is it still so restricted? An exchange of views and methods between British and French dairymen has long been wanting. May the present tour only be the beginning of a series of visits to the respective countries, in which all trades ought to make it their duty to participate—as it is never too late to learn.

STOCKBROKERS' WALK.

The French stockbrokers' walk from Paris to Fontainebleau has just taken place in true summer weather. Out of forty-eight that started, thirty-two only were able to finish the twenty-five miles' race—not so bad for Frenchmen, who are anything but athletes. The greatest interest was displayed in the walk, and the start which began at Villeneuve, St. George's, a small suburban town in the East End of the capital, was witnessed by thousands. The little town was from the early morn crowded with hundreds of cyclists, scores of motor-cars, and other vehicles, that seemed to drop from the clouds. Of the 104 competitors who had entered for the unique event—for it was unique as far as Parisians were concerned—only sixty-one signed the register; while only forty-eight of these got away. The rest decided at the last moment to make the journey to Fontainebleau—a magnificent place—by rail, in time for the great banquet. The competitors were attired in rainbow costumes, some being positively fantastic, not to say ridiculously dressed for the occasion. One walker had a white night-cap on his head, and had draped himself in towels. Another had a wonderfully tall hat, and huge collar and tie, which were not fit for much by the time he arrived at the journey's end, the intense heat having taken the starch out of both; at least perspiration did so. As soon as the signal "Go" was given, the men began to start at a mad pace, only to slow soon after. Fortunately it was a scratch race, so competitors quickly spread out into a long straggling line. Motor-cars and cycles kicked up such a dust, as they followed in the wake, that they were requested to keep at a fair distance from the walkers. "Snap-shooters" kept dashing up now and then, to the competitors and back again. Bourver, a finely built fellow arrived at the winning post at 9½ minutes past two in the afternoon, having thus covered the distance in 4 hrs. 45½ mins. He was cheered by the spectators, some of whom even embraced him—as only Frenchmen do. He was dying of hunger when he reached Fontainebleau, and called for a *rump steak à l'Anglaise*—not a bad judge. Jakowsky arrived second, ten minutes later, and Monchet, third, three minutes after. The race was an exciting one throughout; the favourites were not the champions their admirers thought them to be at the start. Though the heat was terrific, only one out of the thirty-two competitors required medical attention. He arrived seventh; he pluckily kept to the road, in spite of the heat. The winner of the recent London Stock Exchange Walk, Broad, accomplished the 52½ miles in rainy weather in 6½ hours, or 5½ miles an hour; the rate of walking of Bourver, the French winner, was 5½ miles an hour for a distance of twenty-five miles—but then summer reigned instead of wintry weather. Other races will shortly take place in France, as practice makes perfect, and Parisians will do better next time.

USE OF GAS.

The demand for gas in Paris is not destined to decrease, much less to become extinct so soon as many people believe. Notwithstanding the competition of electricity, its consumption is remarkably well maintained. The only difference experienced by the Parisian Gas Company, is that sales show a less rapid rate of progress; but they were quite prepared for this—and even worse. The consumption of gas in Paris in 1855 was 4,774,000 cubic metres; it was 75,518,922 in 1860; and 116,171,727 cubic metres five years later. The Franco-German war brought down the consumption to nearly two millions less; but it soon rose again. In 1900—the Exhibition year—it had reached close upon 350 million cubic metres—a record figure. The following year a decline set in, which has continued ever since, but it is so slight that the Gas Company entertains no anxiety as to the future, despite the progress of electricity as a heating and lighting competitive power.

MR. KRUGER'S ARRIVAL IN PARIS.

Mr. Kruger's arrival in Paris from Mentone, en route for Holland, was scarcely noticed. The "grand old man" is looked upon as played out long ago, and has no influence. Not more than fifty people—including that immortal "villain of the piece" Dr. Loyd—were present on the arrival platform, where several ladies presented bouquets to the ex-president. Mr. Kruger thanked them for their expected tribute of sympathy—he receives very little of that of late in any case. He is breaking up fast.

The Patentes—Macmillan & Cameron, Limited, deserve A NATIONAL MEMORIAL for their excellent inventions.—*Down Chronicle*. The Waverley Pen. The Pencil Pen. The Onyx Pen. The Bamboo Pen. Sold at all Stationers. Waverley Works, Edinburgh. [2045-2]

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KARAGEORGEVITCH AND OBRENOVITCH.

Prior to the murder of King Alexander and his consort, thirty-five years to a day had elapsed since the Servians had previously assassinated a ruler. Then, on June 10th, 1869, Prince Michael, while walking in a park at Belgrade, was deliberately murdered by the emissaries of Alexander Karageorgievitch—the father of the same Peter Karageorgievitch who has now been proclaimed King by the Servian army. That this fact might seem to lend weight to a suspicion that Peter had some connivance with the Belgrade tragedy the other night, it beyond all cavil. For paranthese it may be stated that this Peter Karageorgievitch, who expressed such astonishment at the news of the murder of his rival and his family, is popularly believed to have been the man who attempted another coup d'état last year, when a man named Alvanovic was arrested for attempting to obtain possession of the guard-house and custom-house at the frontier town of Shabatz. This man, prior to being shot by the Commandant of the Gendarmarie at Shabatz, declared that he was merely an emissary of Peter Karageorgievitch. The assassination of Michael in 1869 did not put the elder Karageorgievitch on the throne, the murdered ruler being succeeded by his cousin, the late King Milan. The later and more wholesale atrocity which now holds Europe appalled, seems to have effected its purpose in bringing the Karageorgievitch back to the throne of Serbia. The Karageorgievitchs are the descendants of Tsar George, i.e. Black George, which is in Turkish Kara George; and Karageorgievitch means literally the son of Black George. The original Black George drove the Turks out of Servia after many futile but desperate efforts, but they reconquered the country in 1813 when George fled to Austria. During his absence Milosh Obrenovitch, a peasant by birth, but with "The Liberator of Servia," became leader of the people, and when George returned to the country for which he had fought so long, and at one time so successfully, Milosh had him promptly and treacherously murdered. When the Liberator was compelled to abdicate his rule in 1839—nine years after his election as Prince—he was succeeded by his son Milan, who died soon, and was in turn succeeded by his younger brother Michael, who subsequently abdicated. This was the same Michael who afterwards returned to the throne and got murdered. It was on his abdication that the Servians elected Alexander Karageorgievitch—the son of their original leader—who reigned for seventeen years, but was compelled to abdicate in 1859, when the fierce Serbs recalled their old Liberator, Milosh—then a doddering old man—and put him back on the throne he had originally wrested from the Turk. He only survived a year however, and upon his death the throne reverted back to his son, the same Prince Michael who had abdicated it nearly a score of years earlier. He was assassinated in 1869, as set forth above, and thus it came about that the Obrenovitchs and the Karageorgievitchs became even with each other in the matter of inter-family murders.—*Straits Times*

LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Lotsung*, from Calcutta and the Straits, left Singapore for this port on the 22nd inst., p.m.
The C.N. steamer *Monarch* left Tientsin for this port on the 20th inst., and is expected here on the 26th inst.
The N.Y.K. steamer *Kawachi Maru* (Europe Line) left Shanghai for this port on the 22nd inst., p.m., and is expected here to-morrow.
The T.K.K. steamer *Rosetta Maru* left Manila yesterday afternoon, and is expected here to-morrow, at 1 p.m.

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1

SHIPPING.

ARRIVALS.	
June 22, HONGKONG, British str., 2,555, F. Stack, Penang via Singapore 17th June, General.—CHINESE.	
June 23, AMERICA, British str., 2,500, St. John George, Hankow 11th June and Swatow 2nd, General.—GIBB, LIVINGSTON & CO.	
June 24, ANTONIO, British str., 3,563, R. Williams, Foochow 21st June, General.—BUTTERFIELD & SWIRE.	
June 23, CHOWAT, German str., 1,115, H. Textor, Bangkok 15th June, Blee.—BUTTERFIELD & SWIRE.	
June 23, CHOYANG, British str., from Canton 23, HONGKONG, British str., 2,300, H. W. L. Holmes, Foochow 21st June, General.—McGREGOR, BROS. & GOW.	
June 23, GLENKERRY, British str., 1,944, J. S. Stevenson, N.R., Hankow 16th June, General.—McGREGOR, BROS. & GOW.	
June 23, HANGSANG, British str., from Canton 23, LOKSANG, British str., 979, Lonsk, Hankow 16th June, Rice.—JARDINE, MATHESON & CO.	
June 23, KISH, British str., 3,447, E. Robertson, New York and Manila 20th June, General.—SHEWAN, TOMES & CO.	
June 23, KWANGTUNG, Chinese str., from Canton 23, KUNIA MARU, Japanese str., 2,309, Bishop, Manila 20th June, General.—TOYO KISEN KAISHA.	
June 23, ROON, German steamer, G. Meiners, Shanghai 20th June, Mails and General.—MELCHERS & CO.	
June 23, TAIWAN, British str., 1,459, L. Dawson, Australia 20th May, General.—BUTTERFIELD & SWIRE.	
June 23, YIKSANG, British str., 1,236, Bowker, Shanghai 19th June and Swatow 22nd, General.—JARDINE, MATHESON & CO.	

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.	
22nd June.	
Antonia, British str., for Singapore.	
Clavering, British str., for Moji.	
Freight, Norwegian str., for Saigon.	
Glenkerry, British str., for Swatow.	
Hangsang, British str., for Swatow.	
Hikouan Maru, Japanese str., for Kutchinotau.	
Hailan, French str., for Hailan.	
Kedron, German str., for Colon.	
Lysmon, German str., for Shanghai.	
Pakhoi, British str., for Shanghai.	
Saitama, Norwegian str., for Port Arthur.	
Suway, British str., for Singapore.	
Victoria, Swedish str., for Swatow.	
Whampoa, British str., for Ningpo.	

DEPARTURES.

23rd June.	
APENRADE, German str., for Hailan.	
CANTON, British str., for Shanghai.	
CHAS. TIBBETTS, German str., for N. York.	
CLAYBURN, British str., for San Francisco.	
HANGSANG, British str., for Shanghai.	
HCF, French str., for Zephon.	
KALONG, British str., for Hailan.	
KALONG, German str., for Shanghai.	
Lysmon, German str., for Shanghai.	
SUBANG, British str., for Swatow.	
THALES, British str., for Swatow.	
TSINTAU, German str., for Hailan.	

VESSELS IN DOCK.

23rd June.	
SEABOARD DOCK.—Vernon, Taiwan.	
KOWLOON DOCK.—Canton River, San Juan, Chuencho, Japan, Atono, Mexico.	
COSMOPOLITAN DOCK.—Taiwan.	

SHIPPING REPORTS.

The British steamer <i>Antonia</i> , from Hankow 11th June and Swatow 2nd, had moderate to fresh S.W. wind with high sea; from Swatow fine weather throughout.	
The British steamer <i>Glenkerry</i> , from Foochow 21st June, had light to moderate variable wind, weather fine and clear throughout; wind S.E. to O.S.W.; thence to port S.W. wind.	

VESSELS PASSED ANKER.

June 1, Dutch str., <i>Rhipos</i> , Williams, June 1, from Batavia for Amsterdam.	
June 2, Dutch str., <i>Goetelaar</i> , Leclercq, June 2, from Batavia for Rotterdam.	
June 3, Dutch str., <i>Koningin Regentia</i> , Onwelhand, from Amsterdam for Batavia.	
June 3, British str., <i>Samorita</i> , Dexter, from Yamp. Is. for Yokohama.	
June 4, German str., <i>Nomia</i> , Rowell, Feb. 23, from New York for Hongkong.	
June 9, British str., <i>Elipse</i> , Bryde, April 27, from Hongkong for New.	
June 10, Dutch str., <i>Koningin Wilhelmina</i> , Soomer, June 10, from Batavia for Amsterdam.	

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship	
"WURZBURG."	
Captain v. Binzer, will be despatched for the above ports TO-DAY, the 24th inst., at 5 p.m. This steamer has superior accommodation for First-class Passengers, and carries a Doctor.	
For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.	
Hongkong, 23rd June, 1903.	[1793]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.	
THE Company's Steamship	
"LOONGSANG."	
Captain Weigall, will be despatched as above TO-MORROW, the 25th inst., at 4 p.m. This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.	
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.	
Hongkong, 22nd June, 1903.	[1785]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.	
THE Company's Steamship	
"ARARA."	

Captain Williamson, will be despatched TO-MORROW, the 25th JUNE.	
To be followed by the Steamship	
"VERONA."	

Captain H. N. Spiesen, on or about WEDNESDAY, the 15th JULY.	
For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents.	
Hongkong, 17th June, 1903.	[1699]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	FOR DEPARTURE
LONDON & ANTWERP, VIA SINGAPORE, &c.	CANTON	Brit. str.	Lockstone	P. & O. S. N. Co.	About 26th inst.
LONDON VIA SUEZ CANAL	BENLOMOND	Brit. str.	Mutton	GIBB, LIVINGSTON & CO.	About 2nd July.
LONDON, &c., VIA PORTS OF CALL	MASHILA	Brit. str.	G. W. Cockman	P. & O. S. N. Co.	4th July, at Noon.
LIVERPOOL	DIOMEDUS	Brit. str.	Pratt	BUTTERFIELD & SWIRE	22nd July.
MARSEILLES, LONDON &c., V. STONE, &c.	KAWACHI MARU	Jap. str.	H. Fraser	NIPPON YUSEN KAISHA	27th inst., Daylight.
MARSEILLES, HAVRE, CHAGEN, &c.	ANNAM	Fre. str.	Girard	MELCHERS & CO.	3rd inst., 11 a.m.
MARSEILLES, LONDON & ANTWERP.	P. MARIE	Dan. str.	Berentzen	BUTTERFIELD & SWIRE	About 3rd inst.
MARSEILLES, LONDON & ANTWERP.	ALONIOUS	Brit. str.	F. Davies	NIPPON YUSEN KAISHA	7th July.
MARSEILLES, LONDON & ANTWERP.	BINGO MARU	Jap. str.	P. Davies	BUTTERFIELD & SWIRE	11th July, Daylight.
MARSEILLES, LONDON & ANTWERP.	PEIUS	Brit. str.	.....	BUTTERFIELD & SWIRE	21st July.
MARSEILLES, LONDON & ANTWERP.	STENTOR	Brit. str.	.....	BUTTERFIELD & SWIRE	4th August.
MARSEILLES, LONDON & ANTWERP.	DARDANUS	Brit. str.	.....	BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP.	NESTOR	Brit. str.	.....	BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP.	MOYNE	Brit. str.	.....	BUTTERFIELD & SWIRE	15th September.
HEMEN, VIA PORTS OF CALL	BOOY	Ger. str.	G. Meiners	MELCHERS & CO.	To-morrow, Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Borch	HAMBURG-AMERIKA LINIE	1st July.
HAVRE & HAMBURG	NUNBERG	Ger. str.	Joburg	HAMBURG-AMERIKA LINIE	15th July.
HAVRE & HAMBURG	WURZBURG	Ger. str.	v. Binzer	HAMBURG-AMERIKA LINIE	29th July.
HAVRE & HAMBURG	BADENIA	Ger. str.	Rorden	HAMBURG-AMERIKA LINIE	12th August.
TRIESTE, &c., VIA SINGAPORE, &c.	VINDOBONA	Aus. str.	Cobol	SANDER, WIELER & CO.	27th inst., P.M.
ODessa	H. LERCHER	Rus. str.	Williamson	SHEWAN, TOMES & CO.	About 5th July.
NEW YORK, VIA SUEZ CANAL	ARABA	Am. str.	Rafferty	McGREGOR, BROS. & GOW	9th July.
NEW YORK, VIA SUEZ CANAL	GLENESK	Brit. str.	.....	DODWELL & CO., LD.	About 15th July.
NEW YORK, VIA PORTS & SUEZ CANAL	MACDUFF	Brit. str.	.....	CANADIAN PACIFIC R. CO.	To-day, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	.....	CANADIAN PACIFIC R. CO.	22nd July.
VANCOUVER, VIA SHANGHAI, &c.	TANTAR	Brit. str.	.....	DODWELL & CO., LTD.	To-day.
VICTORIA (B.C.) & PACIFIC VIA JAPAN	OLYMPIA	Brit. str.	Truebridge	NIPPON YUSEN KAISHA	30th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOKA MARU	Jap. str.	A. Christensen	BUTTERFIELD & SWIRE	14th July.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	MAGACHO	B. str.	Geo. Anderson	NIPPON YUSEN KAISHA	16th July, at 4 p.m.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	R. P. Craven	PORTLAND & ASTORIA CO.	14th July.
PORTLAND, OREGON	INDRAVELLI	Brit. str.	Ellie	GIBB, LIVINGSTON & CO.	14th July.
AUSTRALIAN PORTS	CHINOT	Brit. str.	v. Binzer	BUTTERFIELD & SWIRE	To-day, at 5 p.m.
YOKOHAMA & KOBE	WURZBURG	Ger. str.	F. L. Pyne	HAMBURG-AMERIKA LINIE	27th inst., at Noon.
YOKOHAMA & KOBE	KINSHU MARU	Jap. str.	F. L. Pyne	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	NIPPO	Jap. str.	F. L. Sommer	NIPPON YUSEN KAISHA	3rd July, Daylight.
YOKOHAMA & KOBE	HAKATA MARU	Jap. str.	Deinat	HAMBURG-AMERIKA LINIE	6th July, at Noon.
YOKOHAMA & KOBE	SAVOIA	Ger. str.	W. Scott Hunter	BUTTERFIELD & SWIRE	7th July.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	.....	NIPPON YUSEN KAISHA	11th July, at Noon.
YOKOHAMA & KOBE	KAGUA MARU	Jap. str.	.....	BUTTERFIELD & SWIRE	4th July.
YOKOHAMA & KOBE	KANSHANG	Brit. str.	.....	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE	HAMBURG	Ger. str.	.....	P. & O. S. N. Co.	About 29th inst.
YOKOHAMA & KOBE	JAPAN	Brit. str.	.....	MELCHERS & CO.	About 3rd July.
YOKOHAMA & KOBE	POLYNESIA	Brit. str.	.....	P. & O. S. N. Co.	To-morrow.
YOKOHAMA & KOBE	COROMANDEL	Brit. str.	.....	OSAKA SHOSHEN KAISHA	28th inst.
YOKOHAMA & KOBE	DAIGI MARU	Jap. str.	I. Goto	JARDINE, MATHESON & CO.	To-morrow, 4 p.m.
YOKOHAMA & KOBE	ANING MARU	Jap. str.	Weigall	TOYO KISEN KAISHA	To-morrow, 11 a.m.
YOKOHAMA & KOBE	DOONGSANG	Jap. str.	E. P. Bishop	BARETTO & CO.	26th inst., at Noon.
YOKOHAMA & KOBE	ROHILLA MARU	Am. str.	D. Yribay	SHEWAN, TOMES & CO.	27th inst., 10 a.m.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	1st July.
YOKOHAMA & KOBE	SUNSHANG	Brit. str.	.....	BUTTERFIELD & SWIRE	4th July.
YOKOHAMA & KOBE	CHINOT	Brit. str.	.....	SHEWAN, TOMES & CO.	4th July.
YOKOHAMA & KOBE	RUBI	Brit. str.	R. W. Almond	HAMBURG-AMERIKA LINIE	26th inst., Daylight.
YOKOHAMA & KOBE	ARAGONIA	Ger. str.	M. Tegi	NIPPON YUSEN KAISHA	2nd July, at 4 p.m.
YOKOHAMA & KOBE	IZUMI MARU	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	14th July, at Noon.
YOKOHAMA & KOBE	HINOSHIMA M.	Jap. str.	.....	.....	.....

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

OF THE HAMBURG-AMERIKA LINIE.

Captain E. Burmeister, due here with the

outward German Mail about WEDNESDAY,

P.M. the 24th inst., will leave for the above

places about 12.25 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 22nd June, 1903.

[5]

AUSRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

PIUMI ANTI, TRIESTE, DIRECT,

Call at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, NIEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA."

Captain Cobol, will be despatched as above on

SATURDAY, the 27th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes Building.

Hongkong, 19th June, 1903.

[3]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUT, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 30th June, 1903, at

11 a.m., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this

Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal

places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 29th June. Specie and

Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents

and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th June, 1903.

[2]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINSESSE MARIE."

Captain Berentzen, will leave for the above

ports on or about the 30th inst.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 20th June, 1903.

[1612]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

SAILING DATES.

ROON

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"STENTOR"	On 24th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 16th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 22nd July.
GLASGOW and LIVERPOOL	"HECTOR"	On 29th July.
GLASGOW and LIVERPOOL	"NESTOR"	On 5th August.
GLASGOW and LIVERPOOL	"TEUCER"	On 12th August.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 19th August.

HOMWARDS.		
FOR	STEAMERS	TO SAIL
MARSHALLS, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSHALLS, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSHALLS, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSHALLS, LONDON and ANTWERP	"DARDANUS"	On 18th August.
MARSHALLS, LONDON and ANTWERP	"DIOMED"	On 20th August.
MARSHALLS, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSHALLS, LONDON and ANTWERP	"MOYUNE"	On 15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 14th July.
The s.s. "ANTONIO," for Marseilles, London and Antwerp, left Shanghai on the 18th inst., for Foochow and this port.	"NINGCHOW"	On 10th August.
The s.s. "STENTOR," from Glasgow and Liverpool, left Singapore on the 20th inst., a.m., and is due here on the 24th inst.		

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th June, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
KOBE	"NINGPO"	On 25th June.
MANILA	"SUNGKIANG"	On 1st July.
CHEFOO and TIENTSIN	"NANCHANG"	On 4th July.
MANILA	"CHINGTU"	On 4th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 7th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th June, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MOBI, KOBE AND YOKOHAMA FOR
PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,899	R. P. Craven	July 14, 1903
"INDRAPURA"	4,899	A. E. Hollingsworth	August 14, 1903
"INDRASAMHA"	5,197	W. E. Craven	September 13, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.

Hongkong, 16th June, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMAU, VIA SWATOW AND AMOY	"DAIGI MARU"	THURSDAY, 25th June
TAMAU, VIA SWATOW AND AMOY	"DAIJIN MARU"	WEDNESDAY, 1st July
FOOCHOW, VIA SWATOW AND AMOY	"ANPIN MARU"	SUNDAY, 28th June

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pier at the Customs' water front premises at Tamau to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.
Hongkong, 24th June, 1903.

T. ARIMA, Manager

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, KOBE and YOKOHAMA	"Martin"	About 26th June	Freight or Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLUMBO, PORT SAID and MALTA	"CANTON"	About 26th June	Freight or Passage.
SHANGHAI	"COROMANDEL"	About 3rd July	Freight or Passage.
LONDON, &c.	"MASSILIA"	Neon, 4th July	See Special Advertisement.

For further Particulars, apply to
L. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."
Captain Ellis, will be despatched as above on WEDNESDAY, the 1st July, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th June, 1903.

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.
THE Steamship
"BENLOMOND."
Captain Mutton, will be despatched as above on or about the 2nd July.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 11th June, 1903.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"MASSILIA."
Captain G. W. Cockburn, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 4th JULY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1903.

FOR ODESSA.

THE Russian Steamer

"HELMANN LERCHE."
1,978 tons, will be despatched for the above port on or about 6th July.
For Freight, apply to
BRADLEY & CO.,
Agents.

Hongkong, 1st June, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK."
Captain Rafferty, will be despatched as above on THURSDAY, the 9th July.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 8th June, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)
PROPOSED SAILINGS FROM HONGKONG.
1903.
About 15th July.
"MACDUFF" ... 15th July.
"SAINT BEDE" ... 25th July.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 18th June, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.,
No. 128, Connaught Road Central.
Hongkong, 16th June, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE
AGENTS.
Hongkong, 1st May, 1903.

NATAL LINE OF STEAMERS.

THE Underlying GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CAPE TOWN every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

WING ON STEAMSHIP COMPANY.

HONGKONG—MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sundays included).
Departures from Macao to Hongkong daily at 2 P.M. (Sundays included).
This steamer is the fastest and has superior Cabin accommodation.
FARES:
1st Class ... \$1.50
2nd ... 0.70
3rd ... 0.30
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 16th May, 1903.

HONGKONG—MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.
DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sundays included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD.,
No. 21, Queen's Road Central.
Hongkong, 29th April, 1903.

NOT RESPONSIBLE FOR DEATHS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS WILL BE RESPONSIBLE

for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:
ALCIDES, British ship, Dart.—Standard Oil Co.
DIADEMA, Swedish barque, A. P. Larsson.—Jardine, Matheson & Co.
KENTMERE, British 4-m. barque, T. E. Barch.—Standard Oil Co.

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BALLARAT" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where such consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:
From London, &c., ex s.s. Australia.
From Australia, ex s.s. Oriental.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 18th June, 1902.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Cuff, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at consignee's risk. The Cargo will be ready for delivery from Cuff or Godown on and after the 18th instant.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 24th inst.
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered a for the 24th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 1st July, or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th June, 1903.

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"WURZBURG."
Captain v. Blunz, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from the Godowns.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., To-day, the 22nd inst.
Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
HONGKONG OFFICE.
Hongkong, 22nd June, 1903.

GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA."

ON FIRE IN SINGAPORE ON JANUARY 7th 1903.

CONSIGNEES and Underwriters are

herby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed.
SANDER, WIEBER & CO.,
Agents.
Hongkong, 1st June, 1903.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"AERATOON APCAR"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from the Godowns at once at Consignee's risk and expense.
Cargo remaining on board after 4 P.M. of the 25th instant, will be landed at Consignee's risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 22nd June, 1903.

KEATING'S POWDER

IS HARMLESS TO ANIMAL LIFE.

KILLS MOSQUITOES.

THE genuine powder bears the autograph of THOMAS KEATING. Sold in Tins and Bottles only.

KEATING'S WORM TABLETS.

KEATING'S WORM TABLETS, a PURELY VEGETABLE SWEETMEAT, furnishing a most agreeable method of administering the only certain remedy for INTESINAL or THREAD WORMS. It is perfectly safe and mild, and is especially adapted for Children. Sold in Bottles by all Druggists.

Properly, THOMAS KEATING, LONDON.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, cures all the diseases to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No.1

is a remarkable medicine, which cures all the diseases of the urinary organs, effectively superseding the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. It dissolves, purifies, and restores the health of the urinary organs, and is a most effective remedy for all the diseases of the urinary organs, and is a most effective remedy for all the diseases of the urinary organs.

THERAPION No.2

is a remarkable medicine, which cures all the diseases of the urinary organs, effectively superseding the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. It dissolves, purifies, and restores the health of the urinary organs, and is a most effective remedy for all the diseases of the urinary organs.

THERAPION No.3

is a remarkable medicine, which cures all the diseases of the urinary organs, effectively superseding the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. It dissolves, purifies, and restores the health of the urinary organs, and is a most effective remedy for all the diseases of the urinary organs.

THERAPION

is a remarkable medicine, which cures all the diseases of the urinary organs, effectively superseding the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. It dissolves, purifies, and restores the health of the urinary organs, and is a most effective remedy for all the diseases of the urinary organs.

Sold by A. S. WATSON & CO., LIMITED
Hongkong, China, and Manila.

GRIMAULT & Co.

Medicinal Skin Soap

Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIERNE, 8
Paris

(182-3)

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES. OF UNIVERSAL POPULARITY.

ANHEUSER BUSH BREWING ASSOCIATION, ST. LOUIS.

THE BREWERY LARGEST IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full matured, and is in the best condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 23rd July, 1902.

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AERATED WATER BOTTLES.

THE system of sending out Bottles on loan having for a long time past caused dissatisfaction to our customers and loss to ourselves, we have decided that

On and after the 1st JULY next all Aerated Water Bottles, Ginger Beer Bottles and Syphons supplied to customers will be charged for at the following rates:—

Bottles ... \$1.20 per Dozen
Syphons ... 18.00 do.

On the return to our Factories of Bottles and Syphons in good condition, that have been previously charged up or paid for, full credit will be given at the above rates.

WATKINS, LIMITED.
Hongkong, 19th June, 1903.

CHEONG SHING.

GENERAL EXPORTERS.

DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY, WARES, EMBROIDERIES AND CHINESE CURIOUS.

Wholesale and Retail. Petalio moderate. No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUPP & Co.).
Hongkong, 16th May, 1903.

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903.

HIGH-CLASS CHRISTMAS CAKES.

Plain Christmas Cakes ... from \$1.00
Garnished Christmas Cakes ... from \$1.50
Assorted Pastry Cakes ... per dozen 0.80
Scotch Buns ... from 1.50
Frieden Stollen ... 2.00
Mince Pies ... per dozen 2.40
Chicken and Ham Pies ... 2.40
Chicken and Ham Patties ... from 5.00
Christmas Puddings, &c., to Order.
Please apply to WEISMAN & CO., 142, Prater East, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL AERATED WATER DEPOT, Ice House Street.
Hongkong, 19th December, 1902.

NOTICE.

WANG HING, JEWELLER.
REMOVED to No. 18, QUEEN'S ROAD CENTRAL (Opposite Messrs. KELLY and WALSH) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO.
Hongkong, 23rd March, 1903.

SIEN TING.

SURGEON DENTIST.
No. 16, D'AGULAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

AUTOMATIC MAUSER PISTOLS.

